

CHINA

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4350. 號一十月六年七十七百八千一英

HONGKONG, MONDAY, JUNE 11, 1877.

MAIL.

日一初月五年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 6, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENRY & CO., 4, Old Jewry, E. C. SAMUEL DEACON & CO., 150 & 164, Leadenhall Street, NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—Swatow, QUINCH & CAMPBELL, Amoy, WILSON, NICHOLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, C. HINSEK & CO., Macao, L. A. DA GRACA.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFUS, Esq.
Deputy Chairman—F. D. SASOON, Esq.
E. R. BELLIOR, Esq. WILHELM REINERS,
W. H. FORBES, Esq. ED. TOBIN, Esq.
Hon. W. KERSWICKE. ED. McIVER, Esq.

CHINA MANAGER, Hongkong, THOMAS JACKSON, Esq.
Manager, Shanghai, EVER CAMPBELL, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager, Offices of the Corporation, No. 1, Queen's Road East, Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000. RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

FOR SALE.

FOR SALE.

LANE, CRAWFORD & CO. have just received an Invoice of COPE, BROTHERS & CO.'S TOBACCOES and CIGARETTES.

COPE'S GOLDEN CLOUD. COPE'S BRISTOL BIRD'S EYE.

COPE'S SMOKING MIXTURE.

COPE'S PEERLESS CIGARETTES.

COPE'S BOUQUET CIGARETTES.

COPE'S FAIRY CIGARETTES.

COPE'S FANCY BRILLIANTS.

COPE'S WHIFFS.

Hongkong, May 25, 1877. j22

LANE, CRAWFORD & CO. having been appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs. M. B. FOSTER & SONS, (CHIEF AGENTS in ENGLAND for Messrs. BASS & CO.), are prepared to Supply ALE and STOUT of their Bottling at 28 per Case of 3 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubted, and L. C. & CO. confidently recommend it.

Hongkong, May 28, 1877. j22

FOR SALE.

CUTLER, PALMER & CO. Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & CO., Hongkong, June 9, 1877.

FOR SALE.

FOR SALE.

THE IRON SCREW STEAMER "ALBAY."

THE above Steamer was Built in Glasgow in 1872 by Messrs. DOBBIE & CO., under special survey of LLOYD'S, and her MACHINERY and BOILER were made by Messrs. JAMES HOWDEN & CO., under special inspection. She was constructed to carry a large Cargo on light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when NEW SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPoa DUCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 28 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE, 550 Tons. CLASS.—Built to Class 100 A at Lloyds. RIG.—Big Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet.)

DRAFT.—Light 9 feet; Loaded 12 feet. SPEED.—Eight knots on consumption of 84 to 9 tons of coal per 24 hours.

BUNKER CAPACITY.—75 tons coal.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 8 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs. Matthew Paul & CO., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

HENRIOT & CO.'S CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDERER & CO.'S CHAMPAGNE, Carte Blanche.

JOHN DURAND & CO.'S CLARETS and WHITE WINES.

STANUP & KENTISH'S PORTS and SHERRIES.

MOULLON & CO.'S COGNACS, 1, 2, 3 Stars.

BLANCHY FREIES & CO.'S COGNACS.

JUSTUS LEMKE & CO. Hongkong, April 9, 1877. jy9

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction, Royal Svo., pp. 202.—By ERNST JOHN EITEL, Ph.D. Tübingen.

Price: TWO DOLLARS AND A HALF.

To be had from Messrs. LANE, CRAWFORD & CO., Hongkong and Shanghai; and Messrs. KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Intimations.

PIANOS, ETC.

TUNED AND REPAIRED,

by

A. HAHN,

Care of MESSRS. LANE, CRAWFORD & CO.,

or

MESSRS. CHAS. J. GAFFE & CO.

Hongkong, June 8, 1877. jy8

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Office

are requested to furnish the Under-

signed with a List of their Contribution

for the Year ending 31st December, 1876,

in order that the distribution of the Net Profit reserved for Contributors may be

arranged. Returns not rendered prior to

the 31st August next, will be adjusted by

the Office, and no Claims or Alterations will

be subsequently admitted.

JARDINE, MATTHESON & CO.,

General Agents,

Hongkong, May 1, 1877. jy8

Intimations.

AFONG,

PHOTOGRAPHER,

by appointment to

H. E. SIR ARTHUR KENNEDY,

Governor of Hongkong;

and to

H. L. H. THE GRAND DUKE ALEXIS

OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best

Collection of Views of China,

Photographic Albums, Frames, Cases, &c., of

assorted sizes.

By S. S. RADFORD, Esq.

NOTICE.

THE BANKRUPTCY ACT 1869.

In the AMoy COURT of Bankruptcy held

at AMoy, FRIDAY, 1st June, 1877.

DENTAL NOTICE.

ON and after the 28th of May, Dr.

STOUT'S Consulting and Operating

ROOMS will be on the Ground Floor of

the HOTEL DE L'UNIVERS,

Hongkong, May 26, 1877.

NOTICE.

THE FIFESHIRE.

WITH Reference to the Notice Dated

the 1st Instant, purporting to be

Signed by ROBERT GRICE, I hereby give

Notice that I am the lawfully appointed

and legally constituted Master of the above

Vessel, that I have never been displaced

from my command nor done any act render-

ing myself liable to be so displaced, and

that I repudiate to be so displaced, and

that I said ROBERT GRICE, to give such notice.

He, GRICE, is Master of the Ship *Hannah Law*, which does not belong to the same

Owners as the *Fifeshire*, and had no autho-

rity for publishing such notice. All Debts

due in respect of the *Fifeshire* will be duly

discharged by me, and I caution the public

THE CHINA MAIL.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIRE," Comdt. DE GURARD, will be despatched for YOKOHAMA on TUESDAY, the 12th Inst., at 6 p.m. H. DU POUHEY, Agent.

Hongkong, June 11, 1877. j112

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "HOOGLY," Comdt. DE LA MARCELLLE, will be despatched for SHANGHAI on WEDNESDAY, the 13th Instant, at 10 a.m.

H. DU POUHEY, Agent.

Hongkong, June 11, 1877. j113

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "YESSO,"

Capt. S. ASHON, will be despatched for the above Ports on WEDNESDAY, the 13th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPHAIK & Co.

Hongkong, June 11, 1877. j113

FOR LONDON AND HAMBURG,

VIA PORTS OF CALL.

The German Steamship "FERONIA," SCHULZ, Master, will be despatched on the 13th Instant, at 4 p.m.

For Freight or Passage, apply to WM. PUSTAU & Co., Agents S. S. Feronia.

Hongkong, June 11, 1877. j112

FOR MANILA.

The Steamship "ESMERALDA,"

Capt. THEAHD, will be despatched for the above Port on FRIDAY Next, the 15th Instant, at 4 p.m.

For Freight or Passage, apply to A. MAGG. HEATON.

N.B.—No Parcels will be received at the Office after 11 a.m. on the 15th.

Hongkong, June 11, 1877. j115

FOR LONDON VIA SUEZ CANAL.

The Steamship "VIKING,"

Captain CASTLE, due here on or about the 19th Instant, will receive immediate despatch as above.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, June 11, 1877. j118

FOR LONDON.

"ROBERT HENDERSON,"

GUNN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 11, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. HOOGLY.

NOTICE.

CONSIGNEES of Cargo per S. S. Gange, from London, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignee, before To-day, at 5 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 16th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUHEY, Agent.

Hongkong, June 11, 1877. j116

NOTICE.

THE DEPARTURE of the Pacific Mail Steamship Co.'s Steamer "ALASKA," is unavoidably POSTPONED to MONDAY, the 18th Instant, at 3 p.m.

RUCSELL & Co., Agents.

Hongkong, June 11, 1877. j118

TENDERS will be Received at the Offices of the Undersigned until SATURDAY, the 16th Instant, at 4 p.m., for DOCKING, REPAIRING, and PAINTING the British Steamer "WM. CORES DE VRIES."

Specification of the Work required may be seen on Board or application to the Captain or Chief Engineer.

The Undersigned do not bind themselves to accept lowest or any Tender.

FOOK MOW LOONG & Co., Agents,

48, Boblack Strand West.

Hongkong, June 11, 1877. j118

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 50th Instant, both days inclusive.

By Order of the Board of Directors,

OLIPHANT & Co., General Agents.

Hongkong, June 11, 1877. j110

NOTICE.

A MATRON for the LOOK HOSPITAL. One who can speak English and Chinese Preferred. Salary \$30, and Quarters.

With the Applications Certificates should be sent to the Colonial Surgeon.

CIVIL HOSPITAL, 1429 1st, 1877.

WANTED.

A MATRON for the LOOK HOSPITAL.

One who can speak English and Chinese Preferred. Salary \$30, and Quarters.

With the Applications Certificates should be sent to the Colonial Surgeon.

CIVIL HOSPITAL, 1429 1st, 1877.

To-day's Advertisements.

R I E N T A L H O T E L .
From This Date, the DINNER HOUR at this Establishment will be HALF-PAST SEVEN, until further notice.

STOCKHAUSEN & ROSE,
Proprietors.

Hongkong, June 9, 1877. j118



SEALED TENDERS will be Received by the Undersigned until Noon on MONDAY, the 18th Instant, for

Extending the Pier in front of H. M. Naval Yard;

Building a Retaining Wall to side of the Nullah;

And, Sundry Repairs, &c., at H. M. Naval Hospital.

Plans and Specifications may be seen and further information obtained on application.

JOHN BREMNER,
Naval Storekeeper.

H. M. NAVAL YARD,
Hongkong, June 11, 1877. j118

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (On account of the concerned,) TO-MORROW,

the 12th Instant, at Noon, at the Godown of Messrs. N. MODY & Co., No. 40, Queen's Road—

Five Bales Bombay COTTON YARN, 400 lbs. Each.

Ex S. "Kashgar."

(More or less damaged by sea water.)

TERMS of SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

H. N. MODY,

Auctioneer.

Hongkong, June 11, 1877. j12

NOT Responsible for Debts.

NEither the Captain, the Agent, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—ARNHOLD, Karberg & Co., TULLOCHGORU, British 3-m. schooner, Captain Mason.—WEILER & Co.

HANNAY, British ship, Captain R. Greg.—P. & O. S. N. Co.

VESTA, German barque, Captain R. Dicks.—Melschers & Co.

HANNAH & MARY, British barque, Capt. A. Smith.—Order.

FORMOSA, German barque, Captain Schweer.—Melschers & Co.

BARBARA TAYLOR, British schooner, Captain John Taylor.—McEvie, Frickel & Co.

HIERONIMUS, British brig, Capt. T. A. Koch.—Landstein & Co.

ENIGA, British barque, Captain Tozer.—ARTHUR, British barque.

ROBERT HENDERSON, British barque, Capt. John Gunn.—Vogel, Hagedorn & Co.

BROWN BROTHERS, American ship, D. S. Goodell.—P. & O. S. N. Co.

SHIPPING.

ARRIVALS.

June 9, Ningpo, from Canton.

June 9, WASHI, British steamer, 265.

A. Hunter, Haiphong, June 6, General—

LANDSTEIN & Co.

June 9, Brown Brothers, American ship, 1493, D. S. Goodell, Cardiff Mar. 2, Coal.—P. & O. S. N. Co.

June 10, Alaska, Amer. steamer, 4011.

H. Z. Howard, San Francisco May 5, and

Yokohama June 6, Mails and General—

P. M. S. S. Co.

June 10, WAZAN, German barque, 430.

A. W. Meyer, Swatow June 7, Ballast—

WILLER & Co.

June 10, Jaya, Dutch steamer, 886.

R. Weber, Bangkok June 1, Rice & Wood.

W.M. PUSTAU & Co.

June 10, Feronia, German steamer, 1055.

H. Schulz, Swatow June 9, Sugar.—

W.M. PUSTAU & Co.

June 10, TAIWAN, British steamer, 408.

M. Young, Tamsui June 7, and Amoy 9,

General—

DESSALLES LA PRAK & Co.

June 11, CHINA, German steamer, 648.

J. C. ACKERMANN, Shinghau 8, General and Treasury (\$50,000).—SIEMSEN & Co.

June 11, HOOGLY, French steamer, 1868.

Fe la Marcella, Marseilles May 6, Naples 8, Port Said 12, Suez 15, Aden 20, Galle 28, Singapore June 3, Saigon 8, Mails and General—MESSAGERIES MARITIMES.

June 11, L. OYWOOD, British steamer, 333.

Angus Mackay, Manila June 8, General—

ORDER.

DEPARTURES.

June 10, NAMAD, for Coast Port.

10, Novelty, for Melbourne & Sydney.

10, Esmeralda, for Amoy.

10, Nanyu, for Shanghai.

15, Aline, for Keeling.

11, HOOGLY, for Koda.

11, August, for Newchwang.

11, CHINA, for Canton.

11, LUDIC, for Foochow.

11, WESTERN CHIEF, for Ilo Ilo.

11, TULLOCHGORU, for Haiphong.

11, CHAMON KANTREY, for Bangkok.

CLEARED.

Christian, for Chusan.

Permanbuco, for Saigon.

Carricks, for London.

Bertha, for Colombo (Cochin China).

Formosa, for Newchwang.

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SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, MONDAY, 11th JUNE, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor-age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Alaska	3 h	Howard	Amer. str.	4011	June 10	P. M. S. S. Co.	Yahama & S. F'cisco	Mails
Argyll	... Scott	Brit. str.	1271	June 4	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	Ab'deen Dock	
China	5 c	Ackermann	Ger. str.	648	June 11	Siemsen & Co.	Canton	To-day
Chinkiang	... Orr	Brit. str.	738	June 7	Siemsen & Co.	Australian Ports	Ab'deen Dock	
Duna	3 b	Steel	Brit. str.	852	May 23	Gilmans & Co.	Yokohama	
Emuy	... Blanfo	Span. str.	222	June 3	Remedios & Co.	London	MoD's Slip	
Feronia	4 c	Schultz	Ger. str.	1085	June 10	Wm. Pustau & Co.		
Golden Horn	4 c	Alton	Brit. str.	1023	June 6	Wm. Pustau & Co.		
Hoogly	5 c		Fch. str.		June 11	Messageries Maritimes	Shanghai	
Japan	5 h	midt	Brit. str.	1865	June 5	David Sasseon, Sons & Co.	S'pore, Calcutta, &c.	
Java	3 c	Weber	Dut. str.	836	June 10	Wm. Pustau & Co.	Saigon	
Macgregor	3 c	Newell	Brit. str.	2465	June 3	Gilmans & Co.	Swatow	
Montgomeryshire	2 c	Sturrock	Brit. str.	1146	June 7	H. Kier & Co.		
Norna	2 b	Walker	Brit. str.	606	June 9	Kwok Acheong		
Olympia	5 c	Nagel	Ger. str.	777	June 7	Siemsen & Co.		
Pastig	4 c	Yeanvister	Span. str.	106	June 9	Remedios & Co.		
Pernambuco	5 c	Hyde	Brit. str.	643	June 4	Siemsen & Co.		
Rajanattianubar	3 b	Hopkins	Brit. str.	923	June 6	Yuen Fat Hong	Bangkok	
State of Louisiana	4 c	Johnston	Brit. str.	1216	June 12	Jardine, Matheson & Co.	Amoy and Tamsui	
Taiwan	6 b	Young	Brit. str.	408	June 11	Douglas Lapraik & Co.		
Thales	4 c	Coles	Brit. str.	8:0	May 29	Douglas Lapraik & Co.		K'loong Dock
Thingwalla	4 c	Wilson	Dan. str.	1677	June 7	Meyer & Co.		
Tibre	... Girard		Fch. str.	1009	June 6	Messageries Maritimes	Yokohama	Co'tan Dock
Washi	5 b	Hunter	Brit. str.	265	June 9	Landstein & Co.	Hoihow	
W. Corea de Vries	2 b	Werner	Brit. str.	334	June 4	Hok Moh Leong	Coast Ports	
Yesso	5 b	Ashton	Brit. str.	559	June 9	Douglas Lapraik & Co.	West Coast	
Yottung	4 b	Hawkins	Brit. str.	324	June 9	Kwok Acheong		13th, noon Repairing
Sailing Vessels								
Anazi	4 k	Hill	Brit. bqe.	468	June 4	Adamson, Bell & Co.		
Antioch	2 c	Hemingway	Amer. bqe.	936	June 9	Russell & Co.		
Barbara Taylor	4 k	Taylor	Brit. sch.	252	June 2	Chinese		
Brema	3 c	Timpo	Ger. bqe.	350	June 5	Wieder & Co.		
Brennero	4 F	Buzolini	Ital. bqe.	784	June 5	Carlowitz & Co.		
Brown Brothers	2 c	Goodall	Amer. sh.	1493	June 9	P. & O. S. N. Co.		
Canau	8 c	Manson	Brit. sh.	840	May 21	Order		
Caribou	8 c	Lindsay	Brit. bqe.	693	June 5	Order		
Chamron Kamrye	2 h	Möller	Siam. bqe.	430	May 25	Kin-tye-loong		
Cheng Scou	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Chinaman	7 b	McKenzie	Brit. bqe.	690	May 21	Douglas Lapraik & Co.		
Christian	3 k	Stehr	Ger. 3m. sc.	282	June 3	Edward Schellhass & Co.	Tientsin	
Dauphine	1 b	Lelionnais	Fch. bg.	327	May 28	Order		
Diamant	4 k	Ackermann	Ger. bqe.	296	June 5	Wm. Pustau & Co.		
Echo	4 k	Tozer	Brit. bqe.	369	June 5	Wm. Pustau & Co.		
Fifeshire	2 c	Ness	Brit. sh.	760	May 24	Order		
Fleetwing	4 h	Guest	Amer. sh.	829	May 7	Olyphant & Co.	New York	
Formosa	8 c	Hyland	Brit. bqe.	915	May 29	Arnhold, Karberg & Co.		
Friedrich Perthes	8 c	Kayser	Ger. bqe.	480	June 4	Siemsen & Co.	Foochow	
Gaston Auger	7 c	Gaillard	Fch. bqe.	301	May 22	Adamson, Bell & Co.	San Francisco	
Gryfe	8 c	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.	Honolulu	
Harriet N. Carlton	4 c	Warkness	Amer. bqe.	872	May 29	Russell & Co.	New York	
Hannah Law	4 c	Greig	Brit. sh.	1299	May 12	Vogel, Hagedorn & Co.	Melbourne & Sydney	
Helema	3 c	Snow	Amer. bqe.	603	May 4	Arnhold, Karberg & Co.		
Hieronimus	2 k	Koch	Brit. bg.	232	June 5	Landstein & Co.	New York	
Hieronymus	4 k	Stiehl	Ger. bqe.	425	May 24	Wieder & Co.	Foochow	
Highlander	4 c	Wutchinson	Amer. sh.	1352	May 13	Vogel, Hagedorn & Co.	San Francisco	
Hongkong	... Oma		Ger. 3m. sc.	208	May 20	Arnhold, Karberg & Co.	Honolulu	
Iazu	... Pearce		Brit. bqe.	327	May 25	Douglas Lapraik & Co.	New York	
Iris	4 c	Ritter	Brit. bqe.	505	May 18	Arnhold, Karberg & Co.	Foochow	
Jacatra	8 b	Dirksen	Dut. bg.	337	May 5	Russell & Co.	Sands' Slip	
Japan	8 k	Walter	Ger. 3m. sc.	270	May 25	Siemsen & Co.		
J. D. Peters	2 c	Lane	Amer. bqe.	1085	June 9	P. & O. S. N. Co.		
Leicester	8 c	Caddy	Brit. sh.	1309	May 24	Order		
Lizzle H.	3 c	Babson	Amer. bqe.	896	June 6	Melchers & Co.		
Loiterer	8 h		Amer. sch.	48	Aug. 13	Insurance Cos.		
Lydia	3 k	Youngson	Brit. bqe.	376	May 19	Order		
Madura	3 c	Stanton	Brit. sh.	970	May 11	Vogel, Hagedorn & Co.		
Michelle Selchau	4 c	Gerstenberg	Brit. bqe.	447	May 24	Order		
New Era	3 c	Sawyer	Brit. sh.	1060	April 25	Vogel, Hagedorn & Co.		
Palestine	4 k	Scroft	Brit. bqe.	598	June 5	Melchers & Co.		
Panola	3 k	Lunt	Am. 3m. sc.	597	June 4	Kin-tye-loong		
Robt. Henderson	8 c	Gunn	Brit. bqe.	558	June 9	Vogel, Hagedorn & Co.		
Roderick Hay	4 k	Nicolson	Brit. bqe.	296	June 8	Chinese		
Rosina	3 k	Hanson	Am. 3m. sc.	406	Feb. 28	Arnhold, Karberg & Co.		
Rotterdam	3 k	Dik	Dut. bqe.	760	May 25	Melchers & Co.		
Sourabaya Packet	3 c	Veriunn	Dut. bqe.	462	June 3	Order		
Siracathro	4 c	Millar	Brit. sh.	1159	May 18	Russell & Co.		
Thomas Lord	3 c	Hall	Amer. sh.	1316	April 12	Vogel, Hagedorn & Co.		
Trolevan Family	3 k	Brown	Brit. sch.	198	June 9	Chinese		
Tullochgorum	4 k	Mason	Brit. 3m. sc.	175	April 20	Wieder & Co.		
Western Chief	8 h	Hower	Brit. sh.	750	May 26	Meyer & Co.	Halphong	
Wodan	3 k	Meyer	Ger. bqe.	439	June 10	Weiler & Co.	Manila	To-day
WHAMPOA								
A. E. Vidal		Schreiker	Ger. bqe.	420	June 9	Wieder & Co.		
Bombay		Smith	Brit. str.	749	May 9	P. & O. S. N. Co.		
Victory		Whiting	Brit. bg.	255	June 2	Chinese		
CANTON								
Fuyew		Croad	Chi. str.	920	June 7	C. M. S. N. Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
CHARYBDIS								

THE VICTORIA RECREATION CLUB.
An Extraordinary meeting of the members of this Club took place this afternoon, (11th) at the Boat-house of the Club. There were present: Messrs Thos. Jackson (chairman), D. C. Travers (secretary), Davidson, Beart, Walker, Hynes, Wodehouse, E. C. Ray, A. K. Travers, Dr. Wharry, J. A. Blagg, A. P. Handley, D. Buttunjee, Schultz, A. Levy, F. W. Buff, Nazer, Bernhard, Georg, S. Cone, S. Hughes, Lewis, Trull, Wheeler, Melby, Rickard, Mossop, E. J. Hughes, Just, Goldsmith, Von Boers, Kuhlmann, H. Crawford and others.

The Chairman stated the object of this Meeting, which was to ascertain the views of the members with regard to the amount of the annual subscription, whether it be \$20 or \$10 a year. He added that at a meeting of the committee, it was resolved that they should recommend the subscription to be raised to the amount according to the Rules, viz. \$20 a year, with a proviso that if there should be no typhoon \$5 would be returned to the members.

The Hon. Secretary then read the minutes of the last Committee Meeting.

The Chairman said no doubt they might get on cheaper, but having regard to typhoons, he thought they ought to make provision against them.

Mr Georg urged that there was no necessity for raising the subscription to \$20. They had found they could do with \$10, and there was yet a balance. He was afraid that if it was raised, the Club would become less popular. Some members only came to have a bath, and if the subscription was too much, they would resign. Some might even join for three months during the bathing season and then rejoin again the next year. The Club was started for all the respectable foreign community in Hongkong, and not only for those who could afford to pay \$20 or \$30. He thought therefore of putting a resolution by which the subscription would remain the same, viz., \$10 a year, with a promise on the part of each member to pay \$5 more in case there were extraordinary repairs necessary through a typhoon. This would be all that was wanted. He then formally put his resolution to the meeting.

Mr Wodehouse proposed an amendment. He explained that although the subscription was put at \$20, yet it was virtually \$16, because if there was no typhoon, \$5 out of the \$20 would be refunded. It could not be denied that if there were no typhoon \$10 would be sufficient, but it was prudent to have some money in hand against typhoons, and it was intended to create a reserve fund. He would propose that the subscription would remain at \$10, with \$5 more from each member to create a fund to be called a Typhoon Fund. They should then have some money in hand against any contingency and need not be asking for public donations. He then proposed as follows:—Proposed by Mr H. E. Wodehouse, seconded by Mr T. G. Davidson, that the annual subscription to the Club be ten dollars per annum, payable in advance, that each member pay a further subscription of five dollars to be paid to the credit of a Typhoon Repair Fund, and to be devoted to the purposes of that Fund only.

Mr Georg then withdrew his motion.

Mr Goldsmith suggested another amendment. He thought if they could get on with \$10, they should let it remain so. He calculated that with 200 members, the amount of subscription would be \$2000 a year, while the ordinary expenditure would be only about \$1200. He also calculated that from the changing character of the community in Hongkong, there would be about 30 new members every year, and then subscriptions and entrance fees would amount to \$450 a year. This he thought would be sufficient to create a fund against typhoons, and as typhoons did not come every year, the fund would accumulate. He saw no necessity for the increase to \$15.

Mr Wodehouse said that Mr Goldsmith had provided for typhoon contingencies would not be sufficient, for it would be only \$450 a year, and three years without a typhoon would only bring the sum to \$1,350. When a severe one did come, the probability was that the boat-house, and not only the bath-house, would be blown down. It would not then go begging about for funds to repair them. If the fund should accumulate, then they might have a meeting to alter the subscription.

Dr Wharry said the question was whether we should pay for our present enjoyment only, or pay for future contingencies. The fairest way would be to ascertain the views of the members.

Mr Goldsmith's amendment, having been seconded by Mr Bernhard, was then put to the meeting as follows:—That Rule 13 be amended to read as follows: the annual subscription to resident members to be \$10, payable in advance, an entrance fee of \$5 being charged to all new members; the entrance fees to be applied to a Special Fund for the repair of an extraordinary nature.

The amendment found 18 supporters, while the original proposition had 28. Mr Wodehouse's motion was therefore carried.

The Chairman congratulated them on the settlement of this vexed question, and said the bill for this year's subscription were in course of preparation by the Hon. Secretary, and he hoped the members would "stamp up" with promptitude.

After a vote of thanks to the Chair, the meeting separated.

Police Intelligence.

(Both Magistrates Sitting.)

June 11, 1877.

SHOOTING.

Li Alati and three others coolies of the same firm were charged with fighting at Yow-mab-tee. The 1st defendant had a bamboo and thrust a man, in the market, with it on the thigh. The quarrel arose from a dispute in the purchase of some land. The 1st defendant was fined \$1, and to give security on \$3 to be of good behaviour. The other defendants were not fined, but were held to the same rule of bail.

A PICK-POCKET.

Lee Wing Kee, a cook, was sent to three months' hard labour for picking the pocket of a stone-cutter who was witnessing the theatrical performance now going on at Sowkewan.

A MAD SON.

Chen Awan, a carpenter, was charged by his father with larceny under the following circumstances. The defendant had told his father several times that he wished not to go to Saigon, but the father would not allow him. On the 6th the complainant gave his wife \$15 to be looked up. About 2 p.m. the wife reported the loss and defendant was held to the same rule of bail.

had taken the money, one half was spent in clothes, and the other half he gave to some Chin-chew men. The complainant begged the Magistrate to deal leniently with the defendant and allow him to take the defendant home for chastisement. The defendant admitted that he did take his father's money. Then he went to the house where some Chin-chew men lived and they charged him with being a thief, so that he had to pay them \$3 to get released. The defendant was sent to three days' solitary confinement.

UNLAWFUL POSSESSION.

Tai Ki Tang, a coolie, was charged with having in his possession two pieces of female clothing for which he could not account. Fined 40/- or one month's hard labour.

LARCENY.

Lai Ashing, a farmer, was again brought up to answer the charge of stealing some articles of wearing apparel from a passenger who had gone away in the steamer Ocean. The defendant was identified as having been in gaol before. Three months' hard labour.

FETTY THEFT.

Chun Ashing, a man of no particular occupation, was brought up for stealing a brass pipe from a Chinese passenger who was going up to Canton in the steamer Kuk-tang. He was sent to three months' hard labour.

A JUVENILE THIEF.

Chun Ling Tsai, a precocious youth of 18, was charged with picking the pocket of a seaman. He was seen to take out a handkerchief from a seaman's pocket, and then run. The defendant, who admitted the charge, was sent to 7 days' imprisonment.

A ROGUE AND VAGABOND.

Lai Ayuen, a cook, was found in the company of two other men sitting under the shade of a group of bamboo. As they saw P. C. 596 coming, they started to run, but the defendant was caught. Prior to this, the defendant threw away a packet which contained a bit of spurious ginseng and piece of paper purporting to be some sort of guarantee for the genuineness of the article. When he was searched at the Station, he had a counterfeit dollar on him. He was also identified as having been in gaol several times before. The Magistrate treated him as a rogue and vagabond and sent him to 3 months' hard labour.

LARCENY.

Choi Acheung, coal coolie, was charged by Mr Gotthold Gjothler, an engineer on board the steamer *Thiengalle* at present in the harbour. There was a cargo of rice on board and the defendant was found concealing in the coal bunker with a bag of rice in his possession. The defendant was sent to one month's hard labour.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Chief Justice Sir JOHN SNAPE.)

11th June, 1877.

A HEARING.

Falconer v. Falconer.
The litigants in this case are the next of kin of the late Mr G. B. Falconer, who had been carrying on business in the Colony. The deceased died intestate, and the next of kin consequently became entitled to the property, the *relin* in one-half and the two brothers the other half. The present plaintiff is one of the brothers, and the defendants are Mrs. Falconer and the other brother, who is represented by his son under a power of attorney.

Mr Francis, instructed by Mr Dennys, appeared for the plaintiff, and

Mr Hayllar, Q.C., instructed by Messrs Sharp, Toller and Johnson, appeared for the defendants.

The estate consisted of the good-will, and stock-in-trade of the testator's establishment of a watchmaker and jeweller, valued at \$171,320. The plaintiff, under the law, was entitled to one-fourth share of this estate, and he wished to retire from the business. The present application was therefore for a decree of the Court.

Mr Francis began the case by discussing the order of procedure, and contended that the case should be commenced by the other side, having regard to the admissions in the defendants' answers.

Mr Hayllar then began by stating that the deceased gentleman, Mr G. B. Falconer, was a person of great ability and energy, but he was cut off in the prime of life, so that he left something in a very prosperous going concern to be settled.

His Lordship said a more energetic and a more respectable person could not be found in the Colony.

Mr Hayllar continued and said that during the lifetime of Mr Falconer, he built two houses in Queen's Road, one of which he used as the premises for carrying on his business and the other was let to tenants. He had to borrow money to enable him to do this, but when they were finished, they did not, owing to the depreciation of landed property, fetch nearly as much as they had cost him. After the death of the deceased, the defendants took the most prudent course by carrying on the business, so that by February last, they had cleared the estate of every debt and paid all the current expenses. Thus for two years the business had been successfully carried on, though perhaps not quite so successfully as Mr Falconer would have carried it on himself. The learned counsel then pointed out the great amount of trouble involved in complying with the plaintiff's prayer, that an account should be fully taken from the very beginning; as there had been an infinity of small transactions, such as the inending of watch glasses, cleaning of clocks or repairing springs, &c. He thought, an account that was to be taken, if one was necessary, should be taken in the least troublesome manner, and this would be for the benefit of all parties concerned. He then suggested the following decree to be issued by the Court in reference to the case: that the business be now sold at a going concern by auction under the orders of the Court; all parties interested being at liberty to bid. The position of affairs according to this, would be that the estate would be either bought in at the upset price, or bought by an outsider; in the latter case the knot would be cut, and the plaintiff would of course receive the whole of his money. But if bought in by one of the parties, the price paid would be a good criterion to go upon in valuing the worth of a share. If it was bought by the plaintiff, it was to much the better, if bought by either of the defendants, it would then be for the Court to order what would best be looked for. He signified that he

bo the amount of ready cash to be paid down.

Mr Francis said if the defendants would give security, his clients would leave tomorrow, and would accept the accounts as they had been rendered.

Mr Hayllar said this was the first time he had heard of this proposition. If a valuation of the property was made and the plaintiff's share ascertained, he would be paid three-fourths in cash.

Mr Francis said he was quite willing to accept three-fourths in cash, and the balance in personal security. He would accept the value as stated in the accounts furnished by the defendants in February last.

Mr Hayllar said there must be a new valuation, because there was a lot of old stock, which might not be worth its cost price. He thought the fairest way would be the appointment of two competent persons, one each side, to value all the things.

His Lordship saw great delay and expense in this mode of valuation and suggested that the goods brought out within a year only should be valued at their invoice prices, while the rest be valued at so much percentage discount.

Mr Francis said the total value of goods was \$137,000, and of this only \$23,000 worth of goods had been bought within the last two years.

The Chief Justice suggested the offer of a lump sum.

Mr Francis said he would accept \$40,000. The estate was worth \$171,320, and a fourth share would be \$42,830. To accept \$40,000 now would be taking off 6 per cent.

Mr Hayllar could not agree to the sum of \$40,000, and proposed that the stock should be taken at 20 per cent. discount, or they would pay \$30,000.

His Lordship suggested halving the difference, viz. \$35,000.

Mr Hayllar said his clients would not pay \$35,000.

The Chief Justice strongly urged both parties to come to terms, as the cost of litigation, if they continued longer, would be more than the amount now in dispute.

Finally the Court was adjourned for the litigants to think over the proposition. When the Court was resumed, after some little further consultation, the case was announced as settled; what the precise sum agreed to was not transpired, but it did not very materially differ from the Chief Justice's proposition, and one of the conditions was that a certain amount of the money should be settled on the plaintiff's wife.

His Lordship expressed his satisfaction that the case had been brought to such a happy termination.

CORRESPONDENCE.

ANOTHER PAMPHLET.

To the Editor of the "CHINA MAIL,"

Hongkong, June 11th, 1877.

SIR.—As Hongkong has a *penchant* for pamphlets, could not one be compiled embodying the correspondence, protests, and other blatherings arising out of the Ecclesiastical muddles of the last two years? It would form an important history, would assume the dimensions of a considerable brochure, and would sell well; while the proceeds might be devoted to the laudable purpose of supplying suitable works on "meekness, charity and love" to the Libraries of the City Hall, Tung Wah Hospital, and St. Paul's College, for the use of future generations.

Yours, more in sorrow than in anger,

AN OUTSIDER.

Japan.

The *Zhabor* leaves to-morrow (May 31st) for Shimonomi, taking guns, other munitions of war, provisions, and a number of naval officers.

The British barque *Scawell* leaves this to-morrow (May 31st) at daylight, for Nagasaki, where she will load with rice for Falmouth.

A telegram was received in Yokohama this morning, dated yesterday (May 29th) announcing the total loss of the sailing vessel *Ceylon*. The date and locality of the wreck were not mentioned. The ill-fated ship left London on the 26th January, with a general cargo, for this port.

At half past four o'clock yesterday morning, a foreign was seen running at a sharp pace down the street between the *P. & O.* Company and Messrs. Carroll & Co.'s towards the Bund. When he arrived there, he jumped over the parapet wall into the sea. Some Japanese who happened to be about brought him to shore.

The *Canda* having had a new blade put to her propeller at Yokosuka, returned to port this morning (May 31st).

The open grounds near the Public Gardens presented quite a warlike appearance this morning (May 31st) owing to about two hundred men having landed from the U.S. flagship *Tennessee* for the purpose of being drilled. The band was also present, about which a large concourse of natives soon assembled. The men having been exercised for some time were marched along the Bund, performing sundry military manœuvres as they went.

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STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton.
ALSO,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY's Steamship
KASHGAR, Captain BAKER, will leave
this on SATURDAY, the 16th June, at
Noon.

For further particulars, apply to
A. LIND, Superintendent,
Hongkong, June 4, 1877. 1016

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH to NEW YORK, via
OVERLAND RAILWAYS, and touching
AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA,
will be despatched for San Francisco,
via Yokohama, on MONDAY, the 18th
June, 1877, at 3 P.M., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitai Bishi S. S. Company
will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m., 17th June. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, June 11, 1877. 1018

Occidental & Oriental Steam-
ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTIUE WITH THE
CENTRAL
AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be de-
patched for San Francisco via Yoko-
hama, on TUESDAY, the 19th June, at
2 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 18th Proximo. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent on regular rates.

For further information as to Freight
on Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.

Hongkong, May 31, 1877. 1019

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMMAILA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND
CALCUTTA.

ON SATURDAY, the 23rd June,
1877, at Noon, the Company's S. S.
AZAMONE, Commandant MONTAIGNE
with MAILS, PASSENGERS, SPEEDE
and CARGO, will leave this Port for the
above places.

Cargo and Speebe will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping orders will be granted till noon.
Cargo will be received on board until
4 p.m., Speebe and Parcels until 8 p.m.
on the 22nd June, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are to
be quoted.

For further particulars, apply at the
Company's Office.

H. DU POUEY,
Agent.

Hongkong, June 9, 1877. 1023

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1877.

MANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, or
on Vessels in Harbour, or on Goods on board
Vessels and on Hulls of Vessels in Harbour,
at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBERG & Co.

Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World,
in accordance with the Company's Articles
of Association. Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1874.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILLMAN & Co.,

Agents.

Hongkong, July 31, 1873.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant insurances as follows—

Marine Department.

Policies issued at current rates payable either
here, in London or at the principal Ports of
India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.
25,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1872.

NOTICE.

THE CHINESE MAIL.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of \$10,000 on any
one first class risk, or to the extent of
\$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 6, 1878.

MANCHESTER FIRE INSURANCE
COMPANY.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurance at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1878.

Insurances.

THE ON TAI INSURANCE
COMPANY, LIMITED.

CAPITAL TALES 400,000, EQUAL TO
\$555,555.⁰⁰

Directors.

LEE SING, of the Lai Hing Firm.

CHAN SHUNG LAI, of the Lai Yuen Firm.

WONG YEE PUN, of the Chun Cheong Wing
Hong.

LOO YEE, of the Yee On Firm.

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